

California MPOs' Performance-Based Planning Update

Integrating Regional, State, and National
Performance Measures in the MAP-21 Era

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Overview of MPO Activities

REGION LEVEL



- * Ongoing development of RTP/SCS performance measures
- * Performance monitoring as part of plan implementation

STATE LEVEL



- * Selection of regional indicators for incorporation in state & MPO planning processes

FEDERAL LEVEL



- * Involvement in performance measures rulemaking process
- * Initial steps towards target-setting coordination

REGION LEVEL



RTP/SCS Performance Measures








MPO	Performance-Based Planning Activities
	<ul style="list-style-type: none">• Plan Bay Area adopted July 2013 – 10 performance measures with associated numeric targets; rigorous project performance analysis• Initiating “State of the Region” performance monitoring effort
	<ul style="list-style-type: none">• 2050 RTP/SCS: Our Region, Our Future – 38 performance measures with enhanced project evaluation process• Starting second RTP/SCS process (San Diego Forward: The Regional Plan); streamlining performance measures• Ongoing performance monitoring efforts and reporting
	<ul style="list-style-type: none">• 2035 RTP/SCS adopted April 2012 – 40 performance measures with detailed reporting on scenario impacts• Developed online regional performance monitoring tools
	<ul style="list-style-type: none">• 2035 MTP/SCS adopted April 2012 – >70 performance measures with emphases on land use, transportation, environment, and equity• Biannual releases of Performance Monitoring Report

REGION LEVEL



MTC: Selecting Measures & Targets

Each performance measure has an associated numeric target – for example, the Plan exceeded its targeted **110% GRP increase** over the 27-year planning period.

ECONOMY	 ECONOMIC VITALITY Increase gross regional product	 TRANSPORTATION SYSTEM EFFECTIVENESS Increase non-auto mode share Reduce VMT per capita Maintain the transportation system
	 CLIMATE PROTECTION Reduce per-capita greenhouse gas emissions from cars and light-duty trucks	 HEALTHY AND SAFE COMMUNITIES Reduce premature deaths from exposure to particulate emissions Reduce injuries and fatalities from collisions Increase average daily time spent walking or biking
ENVIRONMENT	 OPEN SPACE AND AGRICULTURAL PRESERVATION Direct all non-agricultural development within the urban footprint	
EQUITY	 ADEQUATE HOUSING House all of the region's projected housing growth	 EQUITABLE ACCESS Decrease housing and transportation costs as a share of low-income household budgets



SANDAG: Selecting Measures

Mobility

- * Work trip travel time/speed
- * Access to work and higher ed
- * Out-of-pocket user costs
- * Freight network enhancements

Reliability

- * Congested VMT
- * Vehicle delay per capita
- * Truck hours of delay
- * Freeway VMT by speed/mode

System

Preservation/Safety

- * Projected injury/fatal collisions (vehicle & bike/ped)
- * Investments for maintenance & rehab/ops improvements

Prosperous Economy

- * Benefit/cost ratio
- * Economic impacts (jobs, output, payroll)



SANDAG: Selecting Measures

Social Equity

- * Travel time per person trip
- * Work trips accessible in 30 min.
- * Homes within ½ mile of transit
- * Population within 30 min. of schools/15 min. of healthcare, parks or beaches
- * Distribution of RTP expenditures per capita

Healthy Environment

- * Lands consumed for transit and highway infrastructure
- * On-road fuel consumption
- * Smog-forming pollutants
- * Systemwide VMT
- * Transit passenger miles
- * Trips within ½ mile of transit
- * Work and non work trip mode share
- * Total bike and walk trips
- * CO₂ emissions (all vehicle types) per capita

REGION LEVEL

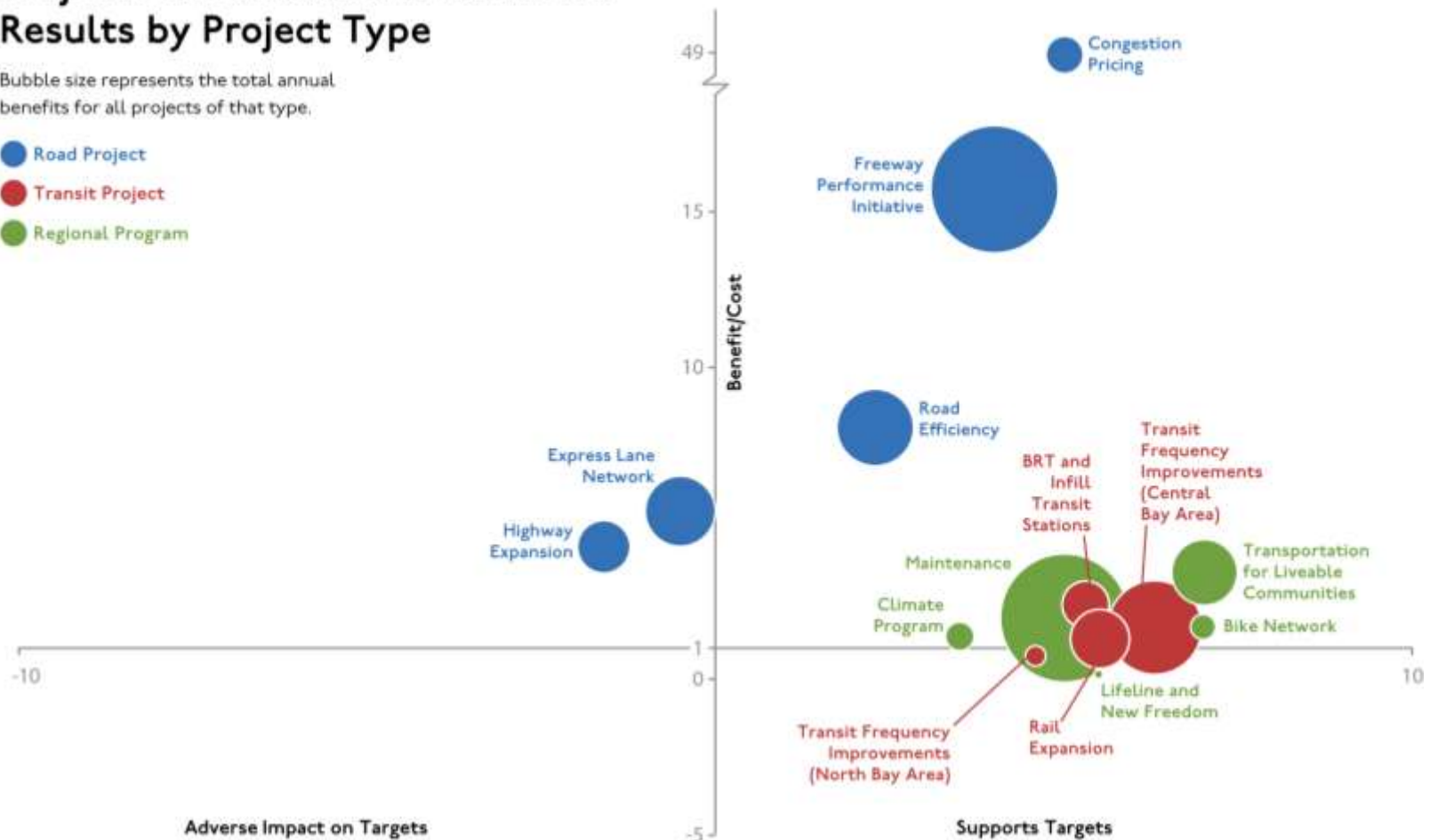


MTC: Evaluating Project Performance

Project Performance Assessment: Results by Project Type

Bubble size represents the total annual benefits for all projects of that type.

- Road Project
- Transit Project
- Regional Program





SANDAG: Performance Monitoring

- * **RCP Performance Monitoring Report:** urban form, transportation, housing, natural habitats, water quality, shoreline preservation, air quality, economic prosperity, water supply, energy, and San Diego region-Mexico border transportation
- * **Indicators of Sustainable Competitiveness:** compare the San Diego region to 19 other metropolitan regions and the U.S. as a whole in the three E's
- * **State of the Commute:** data on major commute routes from the traveler's perspective, including travel time and delay



STATE LEVEL



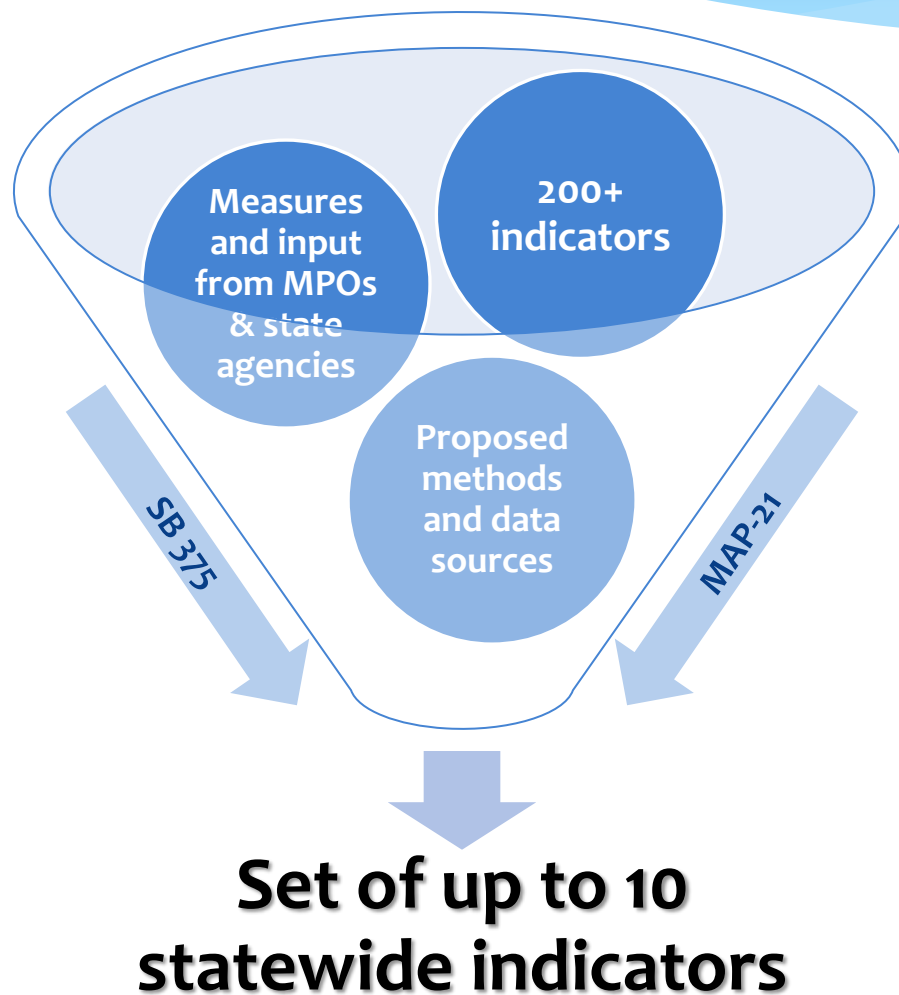
Indicators: Purpose and Framework

- * **Purpose: to identify a common set of standardized transportation indicators** for California MPOs and state agencies (effort led by SANDAG and funded by SGC)
- * **Address issues of importance across the state**, going beyond the requirements in MAP-21 and dealing with key sustainability issues
- * **Focus on observed indicators** (rather than modeled measures)
- * **Rely upon consistent statewide data sources** (when available) and identify clear methodologies for each indicator
- * Potential use of recommended measures to inform guidelines for STIP, California Regional Progress Report, etc.

STATE LEVEL



Indicators: Selection Process



STATE LEVEL



Indicators: Proposed Measures

Category	Statewide MPO Indicators
Congestion Reduction	<ul style="list-style-type: none">• Total and congested VMT per capita• Commute mode share
Infrastructure Condition	<ul style="list-style-type: none">• State of good repair (highways, local streets, highway bridges, transit assets)
System Reliability	<ul style="list-style-type: none">• Highway buffer index
Safety	<ul style="list-style-type: none">• Fatalities/serious injuries per capita and per VMT
Economic Vitality	<ul style="list-style-type: none">• Transit accessibility• Travel time to jobs
Environmental Sustainability	<ul style="list-style-type: none">• Change in agricultural land• CO2 emissions per capita

STATE LEVEL



Indicators: Future Measures

pending data source availability

Category	Future Statewide MPO Indicators
Congestion Reduction	<ul style="list-style-type: none">• Congested arterial VMT per capita• Bike miles traveled and walk miles traveled• Non-commute mode share
System Reliability	<ul style="list-style-type: none">• Transit/rail travel time reliability
Economic Vitality	<ul style="list-style-type: none">• Residential and employment densities for new growth• Housing/transportation affordability index





Advocating for Smart Measures

- * Ongoing MPO discussions about MAP-21 federal performance measures; collaboration on response to performance measures rulemaking process
- * Identified core set of principles:
 - * Measures need to be **multimodal** and capture diverse benefits
 - * Measures need to emphasize **accessibility** over mobility
 - * Measures must not penalize **economically vibrant places**
 - * Measures must use **consistent data** sources & methods
- * MPOs must highlight our regions' critical role in the nation's economic growth, freight mobility, transit use, etc.

FEDERAL LEVEL



Why Measure Selection is Critical

Example 1:
Bridge
Condition



Example 2:
System
Performance





Coordination: State & Transit Agencies

- * 2014 is the year to prepare for target-setting coordination
- * For most MPOs in California, it will be the first time their regions have had to work with numeric targets (excluding the GHG target under Senate Bill 375)
- * Complicating matters, the San Francisco and Los Angeles regions have dozens of transit agencies, each of which will be mandated to comply with new FTA requirements
 - * Coordination to develop regional targets will be challenging
- * MPOs are currently working to identify the appropriate interagency groups to address target-setting



Challenges and Conclusions

- * MAP-21 performance measures deployment will be a challenging process with many agencies and individuals involved in California
- * MPO staff will have to find ways to minimize conflict between new federally-mandated efforts and robust existing performance-based planning processes
- * Collaboration and communication between agencies will be critical – today's meeting can help to jumpstart discussions instead of waiting until 2015 to collaboratively develop numeric targets for a whole new set of measures

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Image Sources: <http://upload.wikimedia.org/wikipedia/commons/0/0c/GoldenGateBridge-001.jpg>; http://upload.wikimedia.org/wikipedia/commons/b/bb/Panorama_de_San_Diego.jpg